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SOUTHERN RAILWAYS *Magazine*

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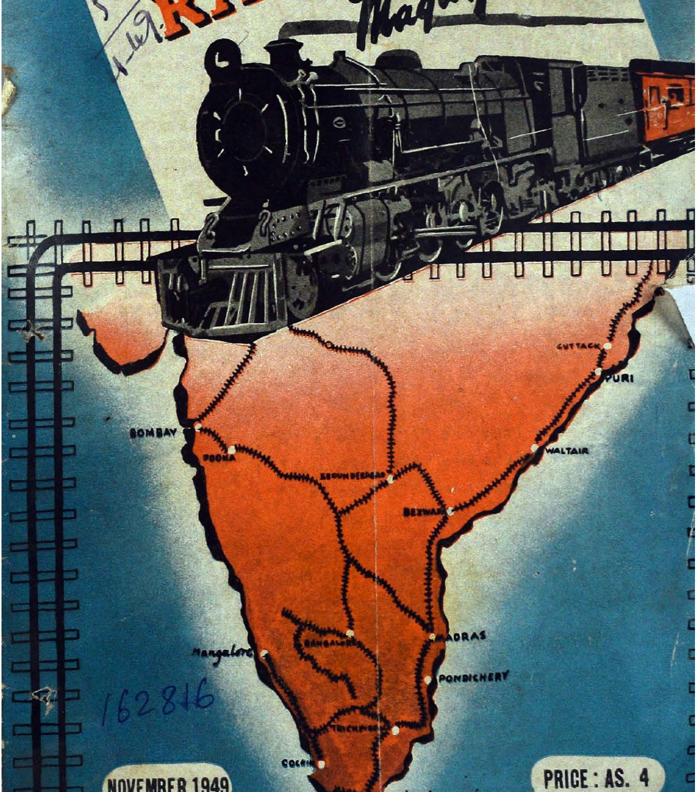

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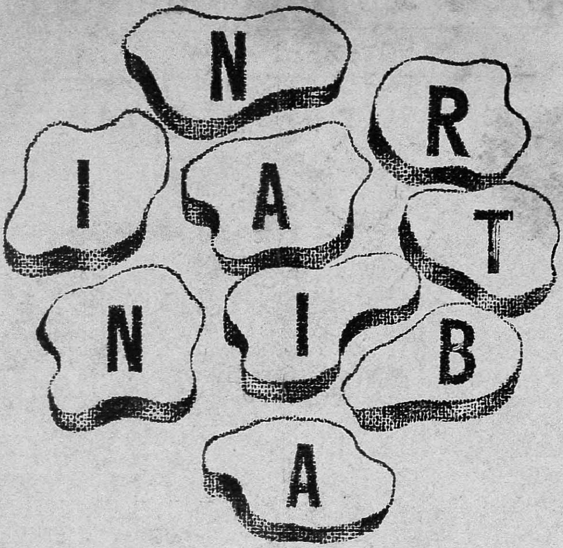

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NOTES AND COMMENTS

Shoranur-Nilambur Railway Line.

Mr. J. W. Restrick, Deputy General Manager, South Indian Railway in a communication to Mr. Karunakara Menon, Member, Constituent Assembly has stated that the restoration of the Shoranoor-Nilambur Railway was discussed at the meeting of Central Board of Transport on 24th May, 1949, when it was recorded that the line should be restored subject to the amount of guarantee payable by the Government of Madras being limited to Rs. 1. 39 lakhs per annum. It is understood that the Railway Board's orders on this project have, however, not yet been received.

We would urge the Railway Board to take into consideration the statistics of figures pertaining to passenger as well as goods traffic carried in the Shoranur-Nilambur Line before the dismantlement of this section and also by restoration of this Line in this section would yield sufficient return to the Railways in view of the huge costs involved in this project. It may be recalled here that this line was dismantled during war time owing to shortage of rolling stock and locomotives.

Wagon Supply on S. I. R.

Several subjects relating to trade and industry in the area served by the S. I. Railway and train service were discussed at the meeting of the S. I. Rly. Advisory Committee, held in the first week of this month, Mr. T. A. Joseph, Chief Traffic Manager, presiding. The Committee were informed that the minimum weight prescribed for a metre gauge wagon load in respect of matches had been fixed at 81 maunds, that it had been decided to continue the running of dining cars on the Indo-Ceylon Expresses and that arrangements would be made for giving a reasonable forecast of the supply of wagons that would be made at particular stations. The Chairman explained that owing to the paucity of engines on the Mettupalayam-Ootacamund Section, difficulty was experienced in moving all the traffic that was offering. If, however, the Government made arrangements to move all their foodstuffs by lorries the position would ease.

A suggestion was made that the New Day Express from Madras to Trichinopoly should leave Egmore later than at present and be speeded up. It was agreed that this matter would be investigated in the light of views expressed by the travelling public. In regard to the running of more passenger trains the Chairman explained that the present train service represented 92 per cent of the pre-war service and that the difficulty in putting in additional train was the non-availability of engines and coaches. It was, however, expected that more new engines would be available for service in the near future.

The Committee were informed that return tickets at concessional rates could not be introduced as overcrowding was still taking place and the Railway was not in a position to invite more travel. No reduction in the prices of coffee and meals sold in the Railway Refreshment Rooms could be agreed to as the Railway was already losing a considerable amount of money owing to the increased cost of Staff. It was also pointed out that the prices prevailing in the Railway Refreshment Rooms were not excessive when compared with those private restaurants.

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We agree with the Chief Traffic Manager's views in respect of wagon position on the South Indian Railway System. But we cannot endorse the views of Mr. Joseph with regard to reduction in the prices of coffee and meals sold in the Railway Refreshment Rooms.

run by the Railway administration. What amuses to note is the untenable argument put forth by the Chief Traffic Manager in respect of reduction in the prices on the plea that the prevailing prices in the Railway Refreshment Rooms were not excessive as compared to private restaurants. While we could appreciate the increased cost of the staff and extravagant over-head charges involved therein, we cannot but request the Chief Traffic Manager to study the conditions prevailing in private restaurants. Further the eatables prepared in Railway Refreshment Rooms are less in volume and weight than the prescribed weight set forth by the Catering Department. A vigilant watch and surprise check on the Refreshment Rooms would obviate the grievances of the travelling public as well as the scathing criticisms levelled against the Railway administration.

Mysore Railwaymen's Demands.

Mr. S. Guruswami, General Secretary of the All-India Railwaymen's Federation assured the Railwaymen of Mysore State Railway in his speech last month at Mysore that there would be no retrenchment even after the integration of the M. S. Railway with the Indian Railways, which is expected to materialise in April next. Although all other Railways in India had accepted the Central Pay Commission's recommendations Mr. Guruswami said it was a matter for deep regret that the Mysore Railway and the Jaipur Railway had not yet accepted them. He said that the demands of the Mysore Railway workmen were fair and he recalled the Mysore Government's promise in 1947 that if the Railwaymen showed profit within two years their demands would be conceded. The Railways had yielded a profit of Rs. 80 lakhs last year and a reserve fund of Rs. 146 lakhs had also been built. Under these circumstances, the Mysore Government were wholly unjustified in not granting the scales recommended by the Central Pay Commission.

Although the General Secretary, is justified in his statement, any unconstitutional procedure such as the one-day strike on Indian Railways would paralyse the entire transport system and consequently the public would be put to difficulties on unprecedented scale. We would urge the Railwaymen of Mysore State Railway to adopt constitutional methods for achieving their demands.

Regrouping of Railways

The Railway Ministry has, it is understood decided to appoint a Committee to examine the question of regrouping Indian Railways under one administrative system and splitting it up into six regional units.

Mr. A. K. Chanda, Financial Commissioner, Railway Board, will be the Chairman of the Committee with two members of the Railway Board as members. It is believed that the scheme will result in greater co-ordination and efficiency of working on the Indian Railway system, besides resulting in substantial economy in expenditure.

New Second Class to be Introduced

The Railway Board have decided on the recommendation of the Central Advisory Council for Railways to introduce a Class II Special on important trains with effect from December 1, 1949. The standard of comforts provided in this new class will be almost equal to those provided in the old II Class. There will be provision for berths and arrangements for reservation, both by day and night as in the old II Class.

The rate of fares for the new Class II Special will be 14 pies per

mile as against 9 pies and seven-and-a-half pies per mile for Ordinary Class II by mail and express and passenger trains respectively.

Public reaction to this new introduction is worth watching. Any hasty comment is premature.

Cut in Railway Budget Proposed

It is understood that a cut of about Rs. 25 crores in the capital Budget of Railways for the year 1950-51 is proposed to be effected in pursuance of the general policy of reducing the overall capital expenditure of the Government of India. The budgeted capital expenditure under the head "Railways" for the period 1950-51 was Rs. 62. 35 crores and it is now proposed to bring it down to Rs. 37 odd crores.

Under the revenue expenditure, there is likely to be a reduction by Rs. 6.55 crores for the current year. All new projects will be temporarily suspended except the Assam line which is designed to link up Assam with the Indian Union via Silgura in North Bengal and the Chittaranjan locomotive manufacturing scheme. Further, there is no intention to effect any retrenchment in the Railway Staff on any considerable scale was the reply of Hon'ble Sri. K. Santhanam with regard to the proposed economy measures. Explaining the policy of the Government in this connexion, Mr. Santhanam said that even if retrenchment became at all necessary it would not affect those employees who had been recruited before September 15, 1945. Among the persons appointed after that date, those who were solely dependent on their Railway employments for their maintenance would be similarly excluded.

What we are concerned with, is about retrenchment. At this stage any retrenchment scheme would be detrimental to the country's transport systems owing to the fact that already all the Railwaymen are discontented. This action would lend an handle to the disgruntled political parties to exploit the situation for their ulterior purposes.

New Station Opened

With effect from the 1st November, the South Indian Railway authorities have opened PUDUR station between Trichinopoly Junction and Punggudi on the Trichinopoly Dindigul Section for the convenience of the passengers. We believe that the Railway administration have taken this decision of opening a new station after studying the passenger traffic position.

Goods Traffic on S. I. R.

The rail transport position on the South Indian Railway during the month ended October 20, 1949 was satisfactory. Twentyone block specials with 730 wagon loads were run with potato traffic from Coimbatore to Shalimar and other stations. During the period under review, 14,906 wagons on the Broad Gauge and 30,214 wagons on the Metre Gauge were loaded as against 14,654 wagons on the Broad Gauge and 33,056 wagons on the Meter Gauge during the same period in 1948. The principal commodities moved in wagon loads were rice and paddy, sugar and jaggery, potatoes, tiles, timber, firewood and charcoal, cement, petroleum products and fodder.

The percentage of non-priority traffic to total traffic booked in wagon loads was 11.2 per cent on the Broad Gauge and 5.8 per cent on the Metre Gauge. Demands for wagons on the Metre Gauge and Broad Gauge are currently met and at several stations the demands are being met on the day of registration itself except in the case of potato traffic on the Broad Gauge which is concentrated at a few stations with limited capacity

for loading. So far as the S. I. Railway is concerned, traffic is open under all classes but the restriction in booking of traffic from Foreign Railways to the Stations on the Nilgiri Railway continues. Information regarding other restrictions on the movement of goods traffic is available at all Goods Sheds and Booking Stations.

Pre-partition Claims on Railways

A procedure designed to facilitate the disposal of pre-partition compensation claims was announced by the Railway Board on December 11, 1948. The announcement appears to have created in certain quarters some misunderstanding with regard to the liability of Indian Railways for articles, booked prior to partition from stations now in Pakistan to destinations in India and the export of which was subsequently banned by the Pakistan authorities or which have been otherwise detained by the authorities in Pakistan. Indian Railways are not liable for the non-delivery of such articles because of the impossibility of performance of the contract by reason of the action taken by the Dominion of Pakistan at stations in India in these and similar circumstances. The Government of India are, however, endeavouring to negotiate a settlement of the question with the Government of Pakistan according to a Press note issued by the Ministry of Railways.

RAIL CARTOON NO. 1 **Illustrated by Ananthraman**

The inside view of a Booking-Office is not familiar to all. Many people are ignorant of arrangements that are made there to facilitate the work of the booking clerk. Here is a picture portraying a typical portion of a Booking Office. Look at the manner in which the tickets are arranged in the ticket chest. There is an ingenius device in every chest to make the ticket present itself even at the slightest touch.

After receiving the money from the passenger, the Ticket Clerk takes out the required ticket and puts it in date-machine to get the number of the date impressed on it. Then he issues it to the passenger.

MR. N. G. AYYANGAR'S SURVEY

On Working of Railways

THE Indian Railways have during the first six months of the current financial year registered so substational improvement in every field of activity, be it Goods Traffic, Passenger Traffic, disposal claim for compensation or provision of amenities to passengers that the term transport bottleneck is no longer heard in the country

as in the past, thus observed Mr. N. Gopalswamy Iyengar, Minister for Transport, addressing a Press Conference on October 28th which was attended by Mr. K. Santhanam, Minister of State, besides Members of the Railway Board and the General Managers of all Railways in India who had come for half-yearly conference.

The salient features of Mr. N. G. Iyengar's survey are (1) A cut of Rs. Fifteen Crores in the capital expenditure and Rs. Six and a half crores in the revenue expenditure of Railways. But the cut would in no way affect the money to be spent in connection with provision of amenities to the passengers.

The gap between the demand for and supply of Rail Transport has been so largely bridged by careful planning and avoiding wasteful and cross traffic there it is no longer necessary to maintain war-time priority control over movement of goods and from the beginning of November whatever control remains will be completely removed.

It was intended that the regrouping of Railways into a smaller number of administration should come into operation by the beginning of the next financial year. Regrouping would be done with due reference to the enconomic factors in various parts of the country and also of administrative convenience.

At present between 25 and 30 per cent of locomotive parts were being manufactured in India, and that it was hoped that in the next four or five years this percentage would go up up to 90.

Loading of wagons:

There has been a marked improvement in the loading of wagons particularly of coal on the Broad Gauge, in wagon usuage and the progressive reduction in the traffic and ground awaiting despatch. Wagon turn-round has improved from 14.88 in August 1948, to 10.89 in August 1949, and wagon miles per wagon per day on the Broad Gauge have increased from 33.4 in August 1948 to 39.3 in August 1949. The traffic on the ground awaiting despatch in August 1949 was just one-third of what it was a year ago and on the most Railways it was hardly equal to two days loading capacity.

The Railways have not only been able to discharge their commitments fully for the movement of essential industries such as iron and steel, textiles and cements, but also to move what was formerly regarded as non-priority traffic, compared with the figures for the same period with previous year, the increase in tonnage moved was from 3632 to 5482 in the case of Sugar, from 5704 to 8289 in the case of Iron and Steel from 1715 to 2364 in the case of Textile goods and from 3012 to 5959 in the case of Cement.

Punctuality of Trains:

During September 1949 on the Broad Gauge the best performance has been on the G. I. P. and E.P. Railways, ninety per cent of the Mail and Express Trains having run to time. The E. I., B. B. & C. I. and O. T. Railways have also registered punctuality percentage between eighty and ninety. It is noteworthy that only one Railway recorded less than Seventyfive per cent. The same upward train is noticeable in the punctuality of Mail and Passenger Trains on the Meter Gauge. Additional trains have been introduced on all Railways within the limits set by the availability of power and rolling stock. Janatha Expresses have been introduced exclusively for Class III passenger on the E. P., E. I., O. T., and S. I. Railways, other Railways are also considering the introduction of such trains.

While framing their time-tables recently the Railway administration speeded up some of the important trains so as to reduce the overall journey time.

Railway Earnings:

The earnings for the first six months of the current year have been quite satisfactory compared with the corresponding period of the previous year. The change in passenger classification which was introduced with effect from January 1, 1949, has hardly affected the earnings from the Upper Classes. It is, however, anticipated that devaluation and the Government of Pakistan's decision not to devalue their rupee will adversely affect the volume of Railway traffic and earnings due to Inter-Dominion Traffic. Dealing with compensation claims, the report states that the number of unsettled claims on Indian Government Railways has been brought down from about 164,000 on January 1, 1949, to about 80,000 on September 1, 1949. Claims which were more than six months old during the same period were brought down (in round figures) from 60,000 to 4,000. The drive for claims prevention has been undertaken on a planned basis. New claims in the third quarter of the year registered a decline of about 12 per cent as compared with the first quarter.

Considerable progress has been made on the Railways in the pro-

vision of amenities to passengers, particularly those of Class III. Among the measures taken in this connexion are: (1) construction of new waiting halls and waiting rooms and extension of existing ones wherever necessary; (2) installation of electric fans in waiting halls for Class III passengers at important stations and in Class III carriages: (3) improvement in the provision of clean and cool drinking water; (4) provision of additional booking windows for Class III long-distance passengers; opening of additional booking windows particularly for women; (5) improvement in catering arrangements; (6) provision of waterborne sanitation; satisfactory arrangements for bathings: (7) better lighting facilities on platforms and in trains and (8) provision of cement-concrete and (9) provision of cement-concrete benches at stations and flooring of platforms.

On the B. N. Railway, provision has been made for improvised platform covers at 39 stations and the work has already been completed at 17 stations. Bathing places are being provided at 18 stations. Additional booking windows have been opened for the convenience of long-distance Class III passengers at 10 important stations. Electric fans are being installed in III Class waiting halls at 30 stations.

On the S. I. Railway, the passenger platform at Coimbatore Junction has been widened. Rail-level platforms at ten stations on the Broad Gauge have been converted into high-level ones. Tube-wells have been sunk at several stations to improve the water supply. Twentyfive stations have been provided with electric light during 1948-49 and similar provision for 29 stations has been made during the current financial year.

On the O. T. Railway Class II waiting Halls are being provided at 50 additional stations. High power lamps are being provided at 23 stations and electric fans in Class III waiting Halls are being provided at 21 stations. Similar works are in progress on other Railways.

Enquiry Committee's Report:

A Committee of three Engineers was appointed by the Ministry of Railways last May to enquire into and report on the conditions obtaining on the M. & S. M. and S. I. Railways relating to health, hygiene and sanitation of Class III waiting Halls and Waiting Rooms, Latrines, arrangements for drinking water and catering. The Committee was also asked to recommend standards and designs to be followed when stations are remodelled or reconstructed and to make proposals for improving the existing conditions in other stations. The Committee's Report which was submitted a few days ago is under examination and some of its recommendations are likely to be of general application to all the Railways.

Integration of Railways

The decision was taken to integrate State Railways with the Indian Government Railways and to bring the entire Railway System under the aegis of the Centre from April 1, 1950. One of the State Railways had already been taken over. The general outline of the tentative conclusions that had been reached in regard to the reorganisation was that the number of Railway Administrations functioning in the country would probably be reduced. A Committee had been appointed to draw up a detailed scheme of reorganisation.

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CPC.'S RECOMMENDATIONS & THE PLIGHT

Of the T. Is. on S. I. Rly.

WE have just now received a printed copy of the memorandum submitted by the Secretary, South Indian Railway Traffic Inspecting Officials' Association, Trichinopoly to the Secretary, Railway Joint Advisory Committee, Railway Board, Ministry of Railways, New Delhi. We take this opportunity of reproducing below certain salient features from the Memorandum with a view to bring such anomalies to the notice of the Ministry of Railways for according due justice to the Traffic Inspectors of the South Indian Railway who are the only victims in the implementation of CPC.'s recommendations. It is hoped that the Ministry of Railways will review the Traffic Inspectors' case in the light of the facts enumerated below. We would urge the Railway Board to maintain the *status quo* of the Traffic Inspectors on South Indian Railway hitherto allowed if no elimination of the anomalies is possible.

Anomalies have arisen in two different ways :—

(i) by fixing the bottom grades for T. Is. on the S. I. Railway without consideration of the existing higher grade and the existing seniority and position ; and

(ii) by fixing very meagre numbers in the higher grades provided for, and simultaneously separating the avenue of promotion for T. Is. from the then existing combined seniority of T. Is. and Junior Station Supts. who were eligible for promotion to senior S. Ss.' posts, without making equitable provision and retaining the then existing seniority and position.

The Central Pay Commissions recommendations in regard to the grades for the Traffic Inspectors were that there may be four grades viz.,

Grade "A"	Rs. 360—20—500	Grade "C"	Rs. 260—15—350
Grade "B"	Rs. 300—20—400	& Grade "D"	Rs. 200—10—300

The total number of T. Is. on the S. I. Railway is 18. All the 18 were on Rs. 250—10—300 grade. The fixation under the C. P. C. Scales has been made on the S. I. Railway is as under :—

		No. of Posts.			No. of Posts.
Grade "A"	Rs. 360—500	1	Grade "C"	Rs. 260—350	4
Grade "B"	Rs. 300—400	2	Grade "D"	Rs. 200—300	11

In the application of the C. P. C. recommendations, while fixation of T. Is. on grades "A", "B" and or "C" had been generally made on the B. B. & C. I., B. N., G. I. P., and E. I. Railways, grade "D" also had been operated on Railways like M. S. M. and O. T. It may be pointed out that the bottom grade for T. Is. on the M. S. M. was Rs. 190—240 and that on the O. T. Railway was Rs. 75—100; and therefore on these Railways grade "D" viz., Rs. 200—300 being operated for T. Is. bears no comparison or justification for the T. Is. on the S. I. Railway who were already on the grade of Rs. 250—300 being fixed on a reduced scale of Rs. 200—300.

The Traffic Inspector's post is *one of selection by merit* from amongst senior and experienced

staff of real integrity, respectability and capability. The Traffic Inspectors form the real Out-Door Assistants of the Traffic District Officers, not only on the Transportation side *but on this Railway*, to a very large extent, also on the Establishment side (each T. I. looking after almost the entire establishment of about 400 to 500 Class IV staff within his beat); and also on the Commercial Side, as it is they who deal with commercial matters as well, except rates and the post-mortem side of claims—contradistinguished with the prevention side of it; besides Stores work. In the light of the onerous, arduous and responsible duties, the Traffic Inspectors, from the very inception of the Railway, have been the senior-most Inspecting Officials of the Traffic Department as a whole, even on the South Indian Railway. This is borne out by the fact that while the Traffic Inspectors were already on the Rs. 250—300 scale, on this Railway the other Inspecting Officials of the Traffic Department and allied Departments were on lower grades as detailed below :-

	Existing Scales	Fixation under the C. P. C. Scales :
Commercial Inspector :	Rs. 75—4—99 Rs. 105—5—125 Rs. 130—5—160 & Rs. 180—200	Rs. 200—10—300 Rs. 260—15—350 Rs: 300—20—400 Rs. 360—20—500
Special Commercial Ispector	Rs. 200—10—250	
Ticket Inspector	Rs. 80—4—100 & Rs. 105—5—125	Rs. 200—10—300 Rs. 260—15—350
Chief Tickets Inspector	Rs. 130—160	
Travelling Inspector of Accounts	Rs. 75—4—99 Rs. 105—5—125 & Rs. 130—160	Rs. 200—15—350
Senior Travelling Inspector of Accounts	Rs. 180—225	Rs. 350—500

Difference in salaries are generally sought to be justified on grounds of increased responsibilities. In due recognition of this principle the Central Pay Commission have rightly provided higher grades for Traffic Inspectors. The Central Pay Commission's chief aims were to raise the minimum basic wage to a fair level and to bring about unification of grades on all Indian Railways, fixing equal pay for equal work. It is therefore only meet that the Traffic Inspectors on the S. I. Railway, should have the same status and position as those of their contemporaries on the G. I. P., E. I., B. B. & C. I. etc., more so, when more work and more responsibilities are undertaken by the T. I. on the S. I. Railway—(on any Railway the Establishment and Stores work is not given to a Traffic Inspector).

Further, the T. Is. who were on a par with the Junior Station Supdts., were hitherto having combined seniority with them to seek promotion to Senior S. Ss'. Posts. Now on the plea that with the introduction of the C. P. C. Scales, higher grades for T. Is. have been provided for, the avenue of promotions for T. Is. and S. Ss. have since been separated. At the time of such separation no equitable provisions were made on either side. Nor were all the T. Is. consulted as to which line of promotion each would like to choose.

This separation of avenues of promotion between S. Ss. and T. Is. was done **without preserving each individual's seniority and position** for further promotion in whatever category it be. Of the 23 persons in such a combined seniority list, while all the 5 Junior Station Supdts. have been automatically fixed on Rs. 260—350 Scale, 11 T. Is. have been fixed on Rs. 200—300 Scale, thus reducing the latter set in pay, position, and grade. Further the number of higher posts to which the 18 Traffic Inspectors on Rs. 250—300 scale could hitherto aspire for (along with Junior Station Supdts.) was 8. With the fixation of grades for T. Is. and with the simultaneous separation of avenues of promotion as stated above, while the 5 Junior Station Supdts. have between themselves 8 higher posts, the number of higher posts now left for T. Is. has been reduced to 3. While therefore their Juniors in pay, grade and position-Junior Station Supdts. are all fixed on Rs. 220—350 grade, also now with better chances of promotions to higher posts, many Traffic Inspectors on Rs. 250—300 grade have been fixed on Rs. 200—300 grade without the least consideration of their relative seniority and position. Therefore the doublefold anomaly of 11 out of 18 T. Is.

(i) Not being allowed to maintain their "status quo" in grade position and seniority, and also getting placed on a grade lower than that of the Junior S. Ss., and

(ii) Losing the chances of promotions to higher posts which had existed hitherto, is one for rectification.

It is requested that the anomalies mentioned above may kindly be solved by :—

(1) The basic grade for T. Is. on the S. I. Railway being fixed on Rs. 260—350 grade ;

(2) Fixation of equitable numbers on higher grades for Traffic Inspectors on the S. I. Railway being made as under :—

3 in Grade "A"
6 in Grade "B"
and 9 in Grade "C"

and (3) The seniority and position as it existed once not being set at nought by arbitrary decisions ; but fair and equitable provisions are always made to preserve the existing position and seniority, before separating avenues of promotions to categories of very senior staff who have been clubbed together for purpose of seniority and further promotions—(such separation in this case have been on the plea that under the Central Pay Commission's recommendations, higher grades for T. Is. have been provided for). The anomaly in this respect will be solved if only, after providing equitable chances on either side each of the T. Is. is individually asked to opt in or opt out.

REMINISCENCES OF A RAILWAYMAN

By R. Kaveri

(In the following paragraphs the writer presents in a comprehensive, vivid and lucid style the Reminiscences of a Station Master who was till lately serving the South Indian Railway System as to how a Railwayman should be courteous towards the general public in the discharge of his day to day responsibilities We would commend this article to all the Railway Personnel in general and Station Masters in particular to take lessons from this. This article will run in series —Editor).

CIVILITY is a sacred quality. It is like mercy, the gift of Heaven. It is the one quality that distinguishes man from beast. It is the one mark of true civilisation. It is the habit of being always good at thoughts, sweet in words, pleasing in behaviour, and loveable in deeds. Every true gentleman has this quality forming part and parcel of his being; the quality is in his very blood. It is mostly hereditary, and it is partly acquired. Some are born with the quality inherent in them; some acquire it after coming into this world from imbibing true education and from the company they keep; some put it on for success in life. When a person puts it on for an occasion or for a specific purpose, it is called 'Tact.' When a nation puts it on for dealing with other nations, it is called 'Diplomacy.' Thus, whilst civility is the natural form of the quality, tact or diplomacy is the artificial or vitiated form of it—an imitation passing for the original. It is the genuine variety that my readers should aspire for and acquire, if their ambition is to benefit *here* and *hereafter*.

We often hear people talk as if one's private life is something entirely different from his official or public life, that is as if the two are water-tight compartments. There is no huger hoax than such a statement. One that is bad at home cannot be good in public. One that is dishonest in private is bound to be dishonest in public also. In general, it must be said that what is one in private life, that he is in public life also. The life of an individual is an indivisible whole, and each thought, word or deed that escapes him has its effect, subtle or pronounced, on his entire life. One's private life has a tremendous influence on his official life, and vice versa. And so one cannot be courteous and civil in his official life without his being courteous and civil in his private life also. And so with every other virtue. Courtesy must pervade one's whole life or not at all. It must come as a matter of habit unawares. It must not be as a matter of conscious effort or will. If it comes only as the result of a conscious effort or will, for a specific occasion or for a specific purpose, then it is artificial and degenerates into tact or diplomacy, and cannot be called a virtue.

Cardinal Newman defines a True Gentleman in the following terms, from which the Railwayman has much to learn and adopt in his daily life:

"The true gentleman carefully avoids whatever may cause a jar or a jolt in the minds of those with whom he is cast: all clashing of opinion, or collision of feeling, all restraint, or suspicion, or gloom, or resentment; his great concern being to make every one at his ease and at home. He has his eyes on all his company; he is tender towards the bashful, gentle towards the distant, and merciful towards the absurd; he can recollect to whom he is speaking, he guards against unseasonable allusions, or topics which may irritate; he is seldom prominent in conversation, and never wearisome. He makes

light of favours, and seems to be receiving when he is conferring. He never speaks of himself except when compelled, never defends himself by a mere retort, he has no ears for slander or gossip, is scrupulous in imputing motives to those who interfere with him. He is never mean or little in his disputes, never takes unfair advantage, never mistakes personalities or sharp sayings for arguments, or insinuates evil which he dare not say out. From a long-sighted prudence he observes the maxim of the ancient sage, that we should ever conduct ourselves towards our enemy as if he were one day to be our friend.

"He has too much good sense to be affronted at insults, he is too well employed to remember injuries, and too indolent to bear malice. He is patient, forbearing, and resigned, on philosophical principles; he submits to pain, because it is inevitable; to bereavement, because it is irreparable; and to death, because it is his destiny.

"If he engages in controversy of any kind, his disciplined intellect preserves him from the blundering discourtesy of better, though less educated minds.

"He may be right or wrong in his opinion, but he is too clear-headed to be unjust; he is as simple as he is forcible, and as brief as he is decisive."

The public who have to deal with Government servants in the various Departments in their day to day transactions always look for courtesy, civility or true gentlemanliness in those servants, for to them these servants are the Government in visible form, especially the servants of the Railways, the Post Offices, the Customs, and such other services. Railway Administration and Postal Authorities have been circularising their staff very often on this aspect of their official life in relation to their customers, but so little has been the result achieved.

It is proposed herein to quote one concrete living example of a public servant, a Station Master at that, who every minute of his waking hours felt it both a pleasure and a duty to serve humanity at large, irrespective of every consideration except 'Service for the sake of service,' who achieved much more than one may expect by his simple natural quality of first making his person and appearance presentable and attractive, then putting on a sweet and smiling countenance towards any person who approached him for any kind of help, be it accommodation on the train or purchase of a ticket, or booking of a parcel or luggage or goods consignment, and speaking sweet and endearing words, as if their acquaintance had been years old, irrespective of caste, creed or colour, irrespective of age, position or status, and irrespective of sex-disposition or nature of help required, with the result that when the administration—a Company, for the Railway had not yet become a State Railway then—transferred him from the Station, a storm of protest was raised by the entire public of South India, loud enough to be heard by the then General Manager, who felt forced to order his being kept at the same station—Kodaikanal Road—until he himself chose to transfer him.

That was Mr. P. Kunhiraman, which literally means 'Little Raman.' He was more familiarly known for brevity's sake as P. K. Ram. He remained the Chief Station Master at Kodaikanal Road Station, the Railway Station on the South Indian Railway serving the Queen of Hill Stations on the Railway's Metre Gauge System, for 18 long years, and that was until his retirement under age limit—which is perhaps a record period for a

Station Master to be at one and the same Station continuously in the whole of India. In all my 30 years service as a Railway Man in different categories of work I must confess I have not come across such a uniformly proficient and efficient Railway Servant, who was at once dear to, and whose advices and opinions on momentous questions on railway working were so eagerly sought after by, staff and public high and low, superior and inferior, whose recommendations passed muster in every quarters because they were always based on very valid reasons, and whose words carried so much weight with Collectors, District Magistrates, District Boards, Municipalities and other Public Bodies, as well as the lay villagers.

His life is so full of interesting incidents, which are likely to be of immense value to the vast number of Railway Staff that might be reading this journal. His biography presented in a form most suited to the readers of this magazine will, it is hoped, be an education in itself, and so his life-sketch may appear off and on in this journal in instalments. The life of such a man, who has toiled hard for well-nigh three decades and a half, and seen working under two foreign Railway Companies—the Madras Railway Company and the South Indian Railway Company—and under a Host of Officers—European and Indian, good, bad and indifferent, certainly will have several lessons for the present generation. The stories of his trials, troubles and tribulations, in spite of which he kept up his good qualities, because they were the very marrow of his bones, will serve as a strong incentive towards inspiring the present day staff to emulate him in service to the public. Such an example is far more useful than a thousand circulars—an ounce of practice is far greater in value than tons of precept.

S. V. O. C.'s Achievement

On 15—11—49 Messrs. Standard Vacuum Oil Co. exhibited a technicolour film "New Mobil Oil" for the first time at Kumbakonam Raja Talkies. This kind of publicity through visual education heralds a New Era in the history of Standard Vacuum Oil Co. We sincerely hope that this new Mobil Oil will give an unsurpassed performance for the engines of modern cars. This Mobil Oil is an highly evolved lubricant which will play a notable part in the Industrial expansion of India. We are quite sure that this new product will meet with the demands of the consuming public of South India.

PRESENTING MR. RAILWAYMAN

The GoodS Clerk

By A. H. Pearson

As a person who has travelled by train, a Railway Station is quite familiar to you; but a Station does not only consist of Rail Tracks, Platforms, Waiting Rooms, and Booking Offices. If you happen to be a merchant, or a merchant's agent, there is another part of a Railway Station, which will be just as familiar to you, and that part is the Goods Shed.

If you happen to be a Casual Visitor to a Goods Shed, two things must strike you; one is stacks and stacks of all kinds of merchandise, and the other, a variety of odours, some pleasant, some pungent, and some definitely unpleasant. In one corner of this large warehouse in an office, commonly known as the sanctum of the Goods Clerk, the custodian responsible for the safety, accountal, despatch and delivery of goods worth anything from half a lakh and more.

The Goods Clerk starts his day's work at nine o'clock in the morning. After opening his Shed and Office, he makes a rapid survey of the shed, reviews his wagon position, noting the numbers of wagons to be unloaded and those allotted for outward loading. Then inward wagons must be conveniently placed alongside their respective bays for unloading, as it is always imperative that wagons are not unnecessarily kept underload and idle.

The job of checking all inward invoices is tackled next. Details to be scrutinized are rate, classification, freight charges, nature of commodity; the object being to see whether the Despatch Station has charged freight correctly. Any errors perceived—like an under or overcharge—must be noted as each Invoice is entered up in the Delivery Book.

The visitor to a Goods Shed, on looking around, may get an impression of a chaotic dump; actually this is not so, as a little enquiry and explanation will soon reveal that goods are stacked according to a prescribed method, inward on one side, and outward on the other.

When wagons are being unloaded the Goods Clerk must ensure proper supervision of the labour who are unloading the wagons. Careless tossing about of packages, sacks, etc. by labour, may result in damage or leakage, and when the merchant comes to take delivery, any suspicion of damage is brought to notice, shortage noted, and a claim may be in the offing.

Next comes the major part of the Goods Clerk's job—that of collecting freight and giving delivery to merchants. Throughout the working day, merchants, or their agents, come in with their Railway Receipts. Most of the traffic dealt with is 'freight to pay.' Paid traffic is not so heavy, as only freight on perishables and livestock must be paid for at the Forwarding Station. In giving delivery, the Goods Clerk must satisfy himself and the consignee that goods while in Railway transit and storage, are not in any way damaged or deficient. Both parties satisfied, the cash collected, the consignee is permitted to remove his goods from the shed, a final check-up being made by an alert watchman as the goods pass out.

The Goods Clerk's contact is mainly with what may be termed

the 'trading' public, and like a number of other Railwaymen, he must be a man of considerable tact. For instance, the Despatching Station, in calculating freight, may have in error, undercharged. A check at the receiving end reveals this, and the consignee is asked to pay the difference. Often this leads to argument, as the merchant often declines to pay for the mistake made by the Goods Clerk at the other end. The Goods Clerk collecting the freight has to convince the merchant that in spite of the error, he is still to pay the correct freight.

Then there are the 'open delivery' cases. This happens when for various reasons, a consignment has been damaged in transit and is now short in weight or quantity. Merchants are quite naturally upset, if not indignant, when this happens, and the procedure followed is to make a careful inventory of the contents of the consignment, shortages in weight or quantity mutually noted, and delivery given with 'qualifying remarks.' This is most important, as the monetary value of claims is decided on this.

Next he tackles goods brought in for outward despatch. If in full wagon loads he deals with the job personally, as this requires registration of the merchant's request in a priority register. As far as the Goods Clerk is concerned he will register the merchant's request in strict order of priority, and in keeping with the instructions on this subject.

The Goods Clerk must always be on the alert for instances of misdeclaration of goods. Commodities are elaborately classified from minerals like coal, iron, ballast. in class 1—the lowest—scaling up to explosives, petrol, etc. in the higher classes. The reference volume for this is 'The Goods Tariff,' which contains all the information required.

Misdeclaration occurs when a consignor tenders goods of a higher class and declares it to be a commodity in a lower classification—the object being to pay less freight. The dishonest and unscrupulous use a variety of tricks and subterfuges to get away with misdeclaration and the experienced goods clerk soon knows all the dodges.

Next comes the invoicing of outward freight, and after all documentary procedure is completed, the goods must be loaded into wagons. Wagons are loaded according to zones or areas, and not by indiscriminate dumping. Also it would be unwise to allow a consignment of tins of ghee to be loaded cuddling up to bales of valuable cloth, as a ghee tin may spring a leak in transit and stain the cloth, resulting in a heavy claim to be paid later by the Railway.

The Goods Clerk also has a considerable amount of routine desk work to get through each day. Correspondence, posting of daily registers and account books, preparation of periodical returns of traffic moving to and from his shed, and most important of all—the daily cash book, which is a record of the day's cash transactions.

Before long the shadows lengthen, the time is nearly five in the evening, and the Goods Clerk is getting ready to call it a day. His cash account is correct, the cash placed in a leather bag and sealed, and ready for the journey to the Treasurer's Office. So ends the Goods Clerk's day.

SODIUM LIGHTING IN SHUNTING YARDS

(In the following special article an expert of Philips Lighting Service Bureau discusses the advantages of Sodium Lamps in Shunting Yard Lighting and its role among Railways.—Ed.)

Every class of work, every scene of human activity has its own peculiar lighting requirements and so Railway Shunting Yards too require a lighting system which takes into account all factors connected with the working of such a yard.

Years ago, the so-called arc lamps with all their disadvantages such as high cost of maintenance etc., were used. After the war 1914-18 special fittings for 300 watt and 500 watt lamps were introduced but these were merely imitations of the old arc lamp type, and like their predecessors, they have a very low efficiency.

Nowadays many shunting yards are illuminated by floodlight arrangements. Apart from the fact that the current consumption of such floodlight lamps is very high and the life of the lamps rather short, floodlighting of shunting yards has the disadvantage that considerable glare is caused, whereas it is also extremely difficult to achieve a proper uniformity in lighting. Moreover, this system has another drawback, namely that shadows are mostly cast just before the moving railway carriages, a fact which makes the shunting job none the easier. Fortunately, the modern light-sources which are nowadays at our disposal, and we are alluding to Sodium Lamps, render it possible to achieve a good and efficient shunting yard light. In order to convey a better idea of the advantages of Sodium lighting the following explanation might be of interest.

Light—By means of the lens the eye produces an image of the object on the retina, in the same way as the image is obtained in the camera, but the images of the various colours of the object perceived are not all pictured with equal sharpness, for a normal eye focusses to the dominating colour of the object, the other colours giving less sharp images. This phenomenon is called chromatic aberration. With the usually low level of artificial outdoor lighting, the eye acts with a widened pupil, owing to which the lack of sharpness of the image is greater than in day time, when the pupil is narrow. It follows that in such cases the chromatic aberration is more strongly felt.

High Visual Acuity—When Sodium Light is used, which is monochromatic (i.e. of one colour, there being practically only one colour in the spectrum), the phenomenon of chromatic aberration (also when the pupil is wide open) can naturally not occur. It is true that owing to the monochromatic light all colour discrimination is impossible and therefore Sodium Light is not very kind to the complexion, but the picture on the retina is very sharp indeed, owing to which the outlines are quickly recognized. This increased sharpness gurantees also a more rapid perception, owing to which safety in the shunting yard is greatly promoted.

Enhanced Contrasts—With a lowered lighting level the maximum sensitivity of the eye shifts towards the blue side of the spectrum. This phenomenon is called, after the discoverer, the Purkyne effect. As the level of daylight gradually decreases this phenomenon passes unnoticed, because of the energy of colours of the same order in daylight. With monochromatic Sodium Light, on the other hand, to contrast

between light and dark becomes greater when the lighting level is lowered, for the eye remains highly sensitive to the light parts whereas owing to the shifting of the sensitivity, it has become much less sensitive to the dark parts; the colour of Sodium Light is on the long wavelength side of maximum eye sensitivity. Owing to the increase of contrast between light and dark, an object strikes the eye more easily.

When, for instance, during night shunting operations, an approaching railway carriage is at a certain distance, its outline will throw a very sharp image on the retina of the eyes of the shunters and moreover, this image will sharply contrast with the Sodium lit background. Needless to say that this excellent visibility guarantees a high degree of safety for the Shunters during night shunting operations.

No Glare—Glare means Danger. Many an accident during the hours of artificial lighting is due to too high a brightness in the fields of vision of the observer. The brightness, i. e. the light intensity per apparent area unit, is very low in Sodium Lamps, due to the comparatively large size of this tubular source of light, and is sufficiently below glare level. Even if the eye is struck by direct radiation from a Sodium Lamp there is no glare which is a real advantage especially for shunting yard—or road lighting.

Light Output—The light output of Sodium Lamps is about four times and even more, than that of a normal filament lamp of equal current consumption. Consequently with Sodium Lamp lighting, considerably less power will be consumed compared with normal filament—or floodlight lamps, in order to achieve the same if not better results.

The latest types of Sodium Lamps emit a far greater luminous flux than before, and so it has been found that the lighting standards need no more be placed so close together. On yards using 300 watt. incandescent lamps the Sodium Lamps can be mounted on the existing standards.

Some data regarding Philips Sodium Lamps—

	Current consump-tion of lamp only	Current consump-tion with ballast (220 V)	Light output in lumens	Luminous efficiency in lumens/Watt (220V) (1)	Average Life (2)
Watt	Watt	Watt			
So—45...	45	65	2,700	41	3,000
So—60...	60	80	4,300	53	3,000
So—85...	85	105	7,000	66	3,000
So-140...	140	165	11,000	66	3,000

(1) For comparison's sake—A 300 watt. glowlamp of A-1 quality for an average life of 1000 hours, emits about 16 lumens/watt.

(2) Based on 3 hours burning per switching.

Sodium lighting in Shunting Yards has the following advantages:—

(1) The shunting operation can be observed to the end.

(2) The rails can be clearly seen from the signal box.

(3) Visibility is greater than under normal light.

(4) The lumen per watt. efficiency of the lamps is very much higher than that of the Tungsten Lamp.

(5) The actual average life of the lamp is 3000 hours.

(6) There is no dazzle.

(7) Where 300 watt. incandescent lamps are replaced by 85 watt. Sodium Lamps, a better light is produced together with a 65 per cent consumption saving.

(8) Saving on the actual cost of mains installation.

Sodium lamps should not be used in yards where due to periodic shunting, the lamps are switched off in order to save current. If this is done, it is found that Sodium Lamps take about ten minutes to reach full intensity once they are cold.

When a new lighting system is installed in Shunting Yards, the the saving on the cable may alone be an economic reason for installing Sodium Lamps. Leaving the advantages of the light of Sodium Lamps for this particular application out of consideration, the following calculation will show whether the cost of converting an existing installation into a Sodium Installation is justified :—

Let a—number of lamps.

b—standing kilowatt charge.

c—number of yearly burning hours of the lamp.

d—price per unit.

e—price of the Sodium Lamp.

f—price of the Tungsten Lamp.

g—installation cost.

Saving on decreasing the standing charge per kilowatt (all money values in shillings)—

$$\frac{(500-100)\,ab}{1000} = 0.2\,ab.$$

Saving due to reduced current consumption—

$$\frac{a\,(300-100)\,cd}{1000} = 0.2\,acd.$$

Total saving on cost of current $= 0.2\,ab + 0.2\,acd$.

(Total cost of Sodium Lamps per annum) (based on an average guaranteed life of 3000 hours)—

$$\frac{ace}{3000}$$

Total cost of incandescent lamps per annum—

$$\frac{acf}{1000}$$

Higher annual cost of lamps—

$$\frac{ace}{3000} - \frac{acf}{1000}$$

The total annual saving will thus be found as follows—

$$B = 0.2\,ab + 0.2\,acd - \frac{1}{3000}\,ace + 0.001\,acf.$$

It is essential that if the efficiency of the fittings is to be maintained, they must be cleaned periodically.

It will be seen from all the above data that when a new lighting intallation of a shunting yard is contemplated, Sodium lighting merits serious consideration.

SCIENCE NOTES

U. S. Tests Show Streptomycin Can Cure Diarrhoea in 24 to 28 Hours

Tests in the United States show that diarrhoea, the leading cause of death among infants and young children, can be cured in 24 to 48 hours by the "wonder drug" streptomycin. The tests are described in the *Journal of the American Medical Association*, by Dr. Sidney Ross, Pediatrician of the Children's Hospital at Washington, D. C., and by four of his associates.

Streptomycin treatment in the tests was directed against diarrhoea caused by Shigellosis, a major form of bacillary dysentery that is very often fatal to children. But limited tests indicate that streptomycin may be equally effective in curing many other types of diarrhoea, the doctors report.

During the test period, Dr. Ross said, a total of 34 children suffering from Shigellosis were admitted to the Hospital. Twenty-five of these children were in the acutely ill phase of the disease, with extremely high fever, severe intestinal disturbances, and partial dehydration of the body. Streptomycin, given by mouth, broke the fever and reduced the diarrhoea of even the most acutely ill children within 12 to 14 hours after it was administered. All trace of the dysentery germs disappeared from the bodies of the children within 48 hours.

Dr. Ross credited the streptomycin treatment as one factor responsible for reducing the mortality among children admitted to the hospital with diarrhoea from 15 per cent to one per cent in a 2-year period. Other factors that contributed to saving the lives of the children were prompt recognition of the critical nature of the diarrhoea, and speedy restoration of water to the child's body, he said.

A special ward to study diarrhoea was established at the Children's Hospital two years ago under a grant from the U. S. Public Health Service.

SOME FACTS ABOUT LOCOMOTIVES IN INDIA

At present there are 100 different types of locomotives on Indian Railways. The Railway Board, with a view to economize, has, as a measure of standardization, evolved seven types of locomotives for the Indian system.

There are—

I. Standard Gauge—

W. P. standard passenger, W. L. Light passenger, W. M. Tank, W. G. standard goods.

II. Metre Gauge—

Y. P. and Y. G. for passenger and freight service, respectively.

III. Narrow Gauge—

'Z' class.

The existing types will not be replaced or renewed but allowed to run their lives.

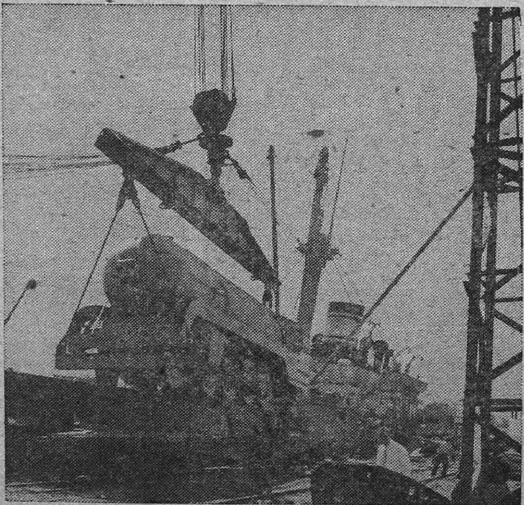
Indents have been sent for (i) 300 W. P. s (ii) 100 W. G. s, (iii) 20 Y. P. s, (iv) 150 Y. G. s, (v) 20 'Z' s.

Following is the proposed distribution of 300 W. P. engines likely to be received in India this year.

East India	...	...	95
Bengal Nagpur	...	...	66
Great Indian Peninsula	...	...	56
Bombay Baroda and Central India		...	43
Madras and Southern Mahratta		...	35
Eastern Punjab	...	...	15

On June a batch of 36 fully mounted W. P. s arrived at Bombay from the Baldwin Locomotive Works, Philadelphia, U. S. A. Another batch of 33 W. P. s, fully assembled has been shipped from Canada to Calcutta and a third batch is expected.

The Bengal Nagpur Railway's M. Class Pacific 4-6-2 is the heaviest and most powerful passenger engine in India and works the Mail Link on the Kharagpur-Nagpur Section.



Thirty-six locomotives built by the Baldwin Locomotive Works of Philadelphia, a leading United States manufacturer of Railway equipment, were loaded aboard the S. S. Peter Dal, Brisish freighter, at Philadelphia for shipment to Bombay, India. The locomotives, complete with tenders, comprise the first shipment of a total of 140 ordered in the United States during the past year by the Government of India for use on India's State Railways. The photo shows one of the locomotives being lifted into the hold of the Peter Dal at a Philadelphia Dock.

"POPPED COAL" FOR RAILROADS, HOMES

M. S. Mathur, G. I. P. Rly., Parel.

In the battle of fuels, coal has made another advance. Coal, pulverized by bursting at a nozzle, and as fine as powder will power two new coal-burning gasturbine locomotives in the U. S. A. This pulverized coal flows through hose or pipe and requires no more handling than oil.

In favour of coal are its abundance, relative cheapness and wide distribution. In favour of fuel oil, is its easy handling. American oil reserves are facing depletion, not so the coal. Manufacture of oil products from coal will be expensive.

Hence to keep coal on top as a fuel, two requirements are being attempted and must be met.

1) Develop methods of combustion that will convert full energy in coal to useful work.

2) To develop easy handling of coal as in oil and gas.

If the experiments succeed, pulverized coal will be the answer.

Laboratory and pilot-plant tests have declared favourably on face-powder-fine coal. This will be tried out in building-heating and in power plants. The commercial building-heating try out in Baltimore, wherein finely pulverized bituminous coal will be used as fuel, will not sell coal but will sell heat. The company will supply the furnaces, and they will be operated by the company's men. Maintenance and servicing will be carried out by the company. Company's tank truck will deposit pulverized coal through hose pipes and remove the powdering ash after combustion. The furnace is a vertical sheet metal cylinder lined with refractory material. The powdered coal burner is top mounted, providing down firing, ignition being helped by a pilot flame. This system gives smokless combustion.

On the Locomotive, one difficulty was to pulverize the fuel. Mechanical process would be too bulky for a locomotive. The method to be sued on the new locomotive will be the so-called air-operated "coal atomizer." This consists of a nozzle through which is passed air under pressure and coal that has been crushed and dried. As the coal particles leave the nozzle and the pressure is reduced, the coal particles burst with internal explosions due to the air entrapped within the pores of the coal being suddenly relieved of pressure. This device is well suited to Locomotive on account of its simplicity and lightness.

The development of the coal-burning gas-turbine is under the Locomotive Development Committee of Bituminous Coal Research Inc., Baltimore, with John I. Yellot as Director, and Charles F. Kottcamp as assistant.

The actual burning of the coal under pressure presented special problems of its own. Extensive contributions were given by the Battelle Memorail Institute in Columbus, Ohio. Included in the experiments also are The John Hopkins University, Purdue University, The Institue of Gas Technology in Chicago and several makers of gas-turbine engines.

The Battelle combustion is the Vortex type. Air, mixed with face-powder fine coal, is driven into a cylindrical tube through vanes, which causes the air to spin as it passes a centrally located outlet. Ignition is started by a pilot flame, which is put out after burning is under way.

As the residue fly-ash is very damaging to the turbine vanes, causing serious abrasion ; a method of removing this fly-ash had to be evolved. Under tests already made, cyclone separators made by

the Aerotic Company and the Thermix Engineering Company, both of Greenwich Conn. produced satisfactory results. This ash will be held in specal receptacles on the Locomotive and deposited at unloading stations, for if the ash is allowed to fly off it would clog the air-conditioning system of the following cars.

One of the resons why fuel has to be pulverized in the locomotive is that if stations were built to stock previously pulverized coal, the new Locomotives would be able to run only on those particular lines.

This Locomotives are expected to lower mainline operating costs to one-half that of diesel-electric power plants, and will cost the same to build saving a lot on lubricating oil. Also gas turbines take no water. (R. T.)

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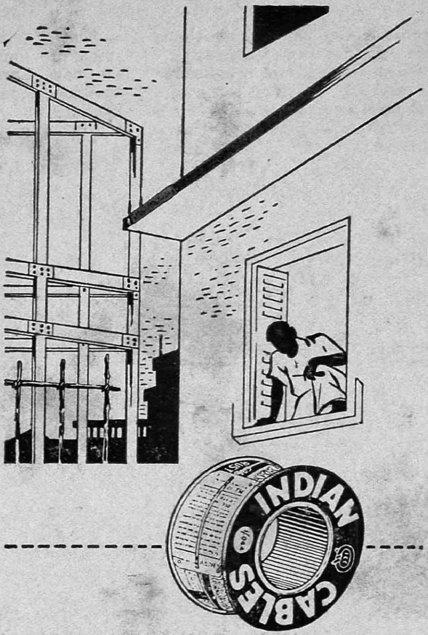

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